5/1/58

Paper Started as Chamber Project

YUCCA VALLEY TRAILS SAID IDEAL FOR LOVERS OF HORSES

By NORA LOPEZ

The history of Equestrian Trails, Inc., begins in 1944 when a group of horse lovers found it difficult to ride on the highways around the towns where they happened to live. One man who gave the subject a great deal of thought, finally came up with the idea of horsemen getting together like any other group and asking for trails, or places, where the horse or hiker could enjoy the great outdoors without danger from the traffic of the highways.

Organization Started

The first group organized called themselves Corral 1, Long Beach, and, as the idea caught on, other groups in other towns joined forces after several corrals were formed, the recreation department of California was contacted and the ball started to roll.

The local unit is called Yucca Valley Corral 46.

Today we have 48 corrals and more on the way, all the time. This is a non-profit organization, and the funds for the riding and hiking trails come from the State of California.

Now other states have taken up the plan and soon we hope there will be a dedicated trail across the U. S. A. At the present time the State ride is on the agenda for the last of May. The ride this year will start in Yucca Valley and go over the new trail in the Joshua Tree National Monument and end up in Twentynine Palms. Our Corral 46 and Corral 29 will do all we can to make this state ride one of the best. The dedication of the trail will be held May 31 at Ryan's Camp ground in the Monument, and we expect several hundred horsemen to attend. All corrals have chosen their respective queens and the final judging of the state queen will also take place on the ride. Also the new horse trailer, for which we have been selling tickets over the last few weeks, will be given away to the holder of the lucky ticket.

Meals Available

All corrals having chuckwagons will bring them along and those who do not wish to bother with the old problem, will be able to eat their meals at a very low cost from our own corral 46 wagon owned and managed by Buck and Gladys Brown, who are old hands at this type of thing, having traveled from Oregon and other states to their present place, here in Yucca Valley by covered wagons drawn by oxen and mule teams. We are very proud to have them here with us. Buck will also have horse-feed for those who do not bring any. Mr. Fladmark, Superintendent of the Monument, will have a 2,000 gallon water tank at the camp ground, and several smaller tanks will be ready in case we need them.

In closing this article, I would like to point out that you do not need to own a horse to belong to a corral. The cost is $5 per year for seniors and $3.50 for juniors. Members receive a magazine each month, giving all the news and activities of each corral, along with articles of interest about the horse and many interesting trips taken by horseback.

Many Trails

We here in Yucca are very lucky to have so many different trails to ride on, but let me point out that in the future we may not be so lucky, so let us one and all get behind our Corral 46 and help get established riding and hiking trails now, while there is still room, and the Park Department is willing to help us.

Anyone interested in joining our corral should come to the regular monthly meeting held in the Burnt Mountain recreation room the second Tuesday each month. We have trail rides, box socials, potluck dinners and other events to keep us interested. The first week of April, 23 of us rode out to map out the best trail from here to the new trail in the Monument. We also had a very successful box social, and April 20 a big potluck dinner.

Hi-Desert Star Now Year Old

By C. H. JACOBS

Back in 1955-56 the Chamber of Commerce Board of Directors recognized, among other projects, the crying need for some sort of newspaper representation for Yucca Valley. Contacts were made with other newspapers having some subscribers and advertisers here, with a view to securing a section, or at least a page, devoted to the interests of Yucca Valley, but to no avail.

Efforts were also made to induce experienced publishers of weekly papers to start a paper here and in one instance the matter progressed to a point where an outside publisher bought a lot on which to erect a building for a newspaper plant. For some unexplained reason this deal also fell through.

Publisher's Note — The Hi-Desert Star changed hands Jan. 1, 1958, when it was purchased by Mr. and Mrs. Mark C. Green of Sarasota, Fla.

Mrs. Robert Brownell represents the Star in the high desert as advertising representative and Rodney T. Jones began work in February as editor.

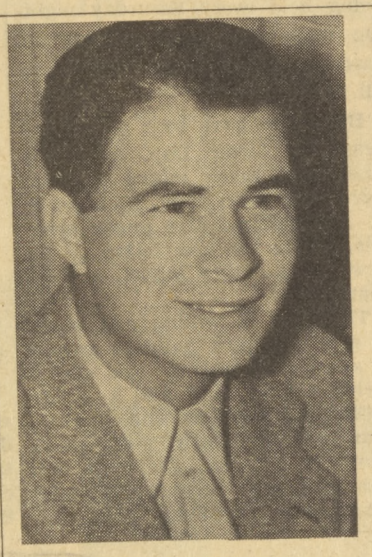
The Hi-Desert Star in recent months has made tremendous strides both in news coverage and advertising content, and a gain of 50 per cent has been attained in circulation. Each week, some 500 papers are sold on newstands in Yucca Valley and vicinity, in addition to the many hundreds who receive it through the mail each week.

The publishers are grateful for this fine support and pledge again to publish as good and interesting a newspaper as we can.

Idea For Paper

At this point the writer, then secretary of the Chamber of Commerce, and Joan Wilson, also active in community work, began toying with the idea of a mimeographed paper, similar to the Idylwild Town' Cryer.

However investigation of that very interesting sheet, together with the possibilities of having a regular tabloid size paper printed by some nearby publishing concern, pointed out the latter method as being the more practical of the two plans, since the idea was to get a paper started which would demonstrate the attractive possibilities to some publishing concern and let them carry on into the future.



ROD JONES

BETTY BROWNELL

Estimates on the cost of printing such a paper were obtained from three different publishers within reasonable distance of Yucca Valley and Walker Larsen, of the Desert Hot Springs Desert Sentinel, came up with the most attractive and workable proposition. Incidentally, without Larsen's wholehearted guidance for the first month or so, we would have had some "tough sledding."

Now, to organize and finance the deal, none of us having had commercial publishing or editorial experience.

Plan Evolved

Shortly a plan evolved and was placed before the Chamber Board, they agreeing to sponsor the plan, name an advisory committee of three members and advance $300 as an initiatory fund.

The committee, Roy Roush, Florence Ware and Jack Coffman appointed C. H. Jacobs as general manager and editor and Joan Wilson as advertising manager.

The Community Church gave the use of a small building at the rear of the church property as an office; Ruth Duarte, Charlotte Kincaid and Honey Fellers, of Pioneertown, volunteered as reporters and we were on the way, Desert Star, Volume 1, Number 1, issuing on April 3, 1957—something quite unique in the way of newspaper publishing.

Our staff was almost at once augmented by other volunteers: Irene Fox, of Rim Rock, Mrs. Frank Windle (The Mick), of Burnt Mountain and Larry Asmus of Yucca Valley Mesa becoming regular contributers.

Give Away

In order to immediately build up a circulation that would make the Star attractive to advertisers, the paper was at first issued on a give-away basis, being mailed free to Post Office patrons of Yucca Valley, Morongo Valley and Pioneertown. Surprisingly, this practice did not interfere with a rapid buildup of paid subscriptions and this demonstration of public support, together with the loyalty of our advertisers, made it possible for the management to successfully retire from the newspaper just three months from the first issue.

On July 3, No. 14 was published by a new owner of the Desert Sentinel, Harry Schultz, of San Bernardino. The name of the Desert Star was, at the same time changed to Hi-Desert Star as it had developed that there was another Desert Star paper with prior right to the name.

All in all, it was a lot of work for some of us, but also a lot of fun while it lasted and we believe that our public will agree that the rapid development of the Star, especially since it again changed hands about four months ago, fully justifies our early effort and optimism.

HORSES, HORSES, HORSES—Yucca Valley, with its many miles of excellent trails, is attracting more and more lovers of horses, such as this group here. During Grubstake Days, many horsemen and women will be in evidence. The state ride this spring will start in Yucca Valley and will go over a new trail in the Joshua Tree National Monument.

COMMUNITY SERVICE CLUB LONG-TIME ORGANIZATION

The Community Service Club of Yucca Valley, was organized many years ago by a small group of enterprising women, who held their first meetings and dances in the Little Old Stone School (on Pioneertown Road), long abandoned, but with the memories of many good times.

The purpose of the Community Service Club is to promote a non-sectarian, non-political effort to improve the social and daily life of the Community without regard to color, race, or creed.

On July 25, 1946 this club was incorporated and membership extended to all living in the high desert. At this time the new building was started. Where it stands, a block north of the Twentynine Palms highway, dances are being held every Saturday night. On Wednesday evening there are card parties which are enjoyed by all.

Barbecues have been an annual event on Labor Day, for many years past. Many school activities have been held here, such as P. T. A. programs and music practice, before the completion of the new Yucca Valley school, in February, 1958.

This club is willing and ready to give a helping hand to anyone in sickness or distress, and always giving a kind word and a smile.

Club officers for the current year are: Mrs. Edith Peters, president; Mrs. Nona Pearson, first vice president; Mrs. Bessie Boyd, second vice president; Mrs. Celeste Hollinger, third vice president; Mrs. Bertie LeFerney, secretary; Mrs. Myrtle Tripodo, financial secretary, and Mrs. Ruth Sorenson, treasurer.

"What's all the people doin' here in Yucca Valley today?"

"Somebody's gonna lose weight getting to Grubstake Days."

"I'm headed for Grubstakes Days at Yucca Valley May 17-18."

"I'm just killin' time til Grubstake Days on May 17 and 18."

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WOMAN'S CLUB FORMED BACK IN '49; MAKES STEADY GROWTH

The Yucca Valley Woman's Club was formed in 1949 with the objectives of helping to further cultural entertainment, to assist in Girl Scout programs, to supply musical instruments for the local public school, to sponsor Red Cross campaigns and to serve dinners for the benefit of needy families.

An enterprise carried out in the current year has been the gift of a flag and flag pole for the Hi-Desert Park, to be opened in Yucca Valley this spring or summer.

Dedication ceremonies for the park will be held on Memorial Day, May 30, under the direction of American Legion Post 469.

Since its inception, the club has made steady growth in the community and at the present time has a membership of 60 women.

Yucca Valley holds promise of a bright future for this woman's organization which is alert to the cultural, spiritual and social needs of women throughout the nation.

PIONEER WAGON—Wagons such as these are rare nowdays in Yucca Valley, but will be seen on Grubstake Days.

GRUBSTAKE DAYS CELEBRATION STARTED IN '51; GROWTH IS NOTED EACH YEAR

By M. BROOKS BUXTON

Grubstake Days which is now an annual event in Yucca Valley was instituted in 1951, and with each succeeding year has increased its scope. Primarily instigated for the local populace to "let down its hair," it soon became an attraction that allures visitors from all parts of Southern California.

This year on May 16, 17, and 18, the festivities will begin with a dance at the American Legion Hall, featuring square and modern sets. Saturday a parade will begin at 11 a.m. with Art Miller as grand marshal riding his world famous champion, Peavine's Golden Major. There will be a military unit from the nearby Marine Base at Twentynine Palms; three school bands; two majorette groups; mounted horsemen; and many commercial floats. Dick Sinclair has been appointed honorary mayor for the day. After the parade a Gymkhana will start at the Midway at 2 p.m. Sunday at 2 p.m., a One-Quarter Midget Race is scheduled at the Midway.

Everyone Invited

It is hoped that you and your family will be among the thousands of people to enjoy this celebration. You are cordially invited to explore the town and make inquiries about the things in which you are personally interested.

Realtors can furnish information to prospective property owners. Shops and markets are here to serve you. Restaurants serving fine foods are plentiful. Other questions relative to churches, school facilities and local organizations will be answered by the Chamber of Commerce.

This is the fastest growing community in the high desert at the present time, and if the pressure of downtown congestion and atmospheric contamination oppresses you, give Yucca Valley, the "Queen of the Desert," your valued consideration.

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Midget Racers Will Thrill Grubstake Days Crowd

By JOHN FITZGERALD

When quarter midgets first started some six years ago, they were not much more than a crude frame, a small gasoline engine, and four wheels. The first few runs by individuals were in the street or alley behind the house.

Because this was not safe for the boys they started looking for a vacant lot that they could drive on. As there are few lots suitable to race a little car on, the dads got together to find a place they could build a real track. They also set up standards for the little cars so that they would be safe for the boys to drive.

Thus started a sport for boys and girls age 5-13 that has grown faster, and spread farther from its home in the Los Angeles area than any other children's activity, quite possibly because it is something which requires both the child and his dad to make it a success.

It takes the child to drive and the dad's know-how to keep the car running, build and maintain the track, and keep everything safe for the drivers and the spectators. It is also a fact, that will be confirmed by any or all dads, that his paycheck plays a large part in the sport.

At first all quarter midgets were homemade to basic size standards that would fit a small boy. Bodies were made out of almost anything available and most of them were styled similar to the roadster type automobile.

Now most bodies are made of fiberglass because of ease and speed of repairing any damage. Also, with a very little experience, the average man can mold a body in his own home workshop with no special tools.

Because of the development of suspension systems and general appearance, practically everyone has gone to the regular midget style body. Actually many hours of design and a lot of experiments have proven that wheelbase, tread, and suspension are very important to the cars' safety and handling quality.

Because we are dealing with children, we put driver safety above everything else. As in any sport, the goal is to win, but with the quarter midgets it is not at the expense of our own children.

All types of safety devices, some of them quite expensive, are built into the car or given the children. They are strapped into the car with a quick release type safety belt so that they can be taken out fast in case of a fire. The crash helmets are of a regulation type racing headgear tested to withstand much more abuse than could possibly be given them by any of our drivers. The helmet alone costs upwards of $35. Braking systems were always a problem until an outside disc type brake was first put out by Kurtis. This is the same Kurtis that builds many of the Indianapolis cars.

The actual construction of the car is something the son can work on right along with his father. Five years ago, if you could not build your own car you had to have it hand made by an auto body shop or garage. At the present time there are at least 25 quarter midget manufacturers that put them out on a production basis similar to the big car companies.

As a result, this rapid growth has put a lot of boys and girls in quarter midgets whose fathers did not have the tools or know-how to design and build a car from scratch. Cars are even put out in kit form, at a price savings; where with few simple tools you can assemble your own car. This makes a form of do-it-yourself project for fathers with limited tools and a family budget to try to maintain.

The power for quarter midgets is one thing that has, no doubt, been developed by the fathers more than anything else, considering what is used to start with. In general you could say that any single cylinder gasoline engine of 7.3 to 8.8 cubic inch displacement is usable for power. However, much time and many experiments have proven that only a couple makes of engines are really suitable for the cars. Also, there has been only one utility engine manufacturer who has made an effort to meet some of the requirements for engines to power quarter midgets.

The speed equipment manufacturers have done a great deal more to produce parts which can stand the abuse given them when used for racing purposes. Pistons, rods, valves, camshafts, crankshafts, and gear boxes have all been worked over and changed in home workshops to try to obtain better performance than the stock engine. Cylinder heads have been redesigned over and over again to try to get proper burning of fuels. Even fuels have been mixed to accomplish efficiency. The engines are air cooled, but not enough for long races in hot weather, so many cars use alcohol for fuel because it runs cooler than gasoline. Others redesign the air blowers and add air intake scoops.

Tires play a big part also. The quarter midgets have power to the right rear wheel only. This is mainly for reasons of safety. Also, with such limited power, you can not drive two wheels successfully. Because of track surfaces a tire had to be designed to bite hard into the hard track and still have anti-skid qualities.

It may sound like an all out effort has been made to gain speed, however this is not so. The track design and cars gearing limit the cars speed. The winner of a race is the boy or girl who can out drive and out accelerate the other cars in the race.

Quarter midget racing in some associations is not limited to dad and the kids by far. The mothers

(Continued on Page 7)

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MIDGET RACERS WILL THRILL GRUBSTAKE DAYS CROWD

(Continued from Page 6)
attend the races and cheer the drivers on, as well as take care of a lot of the activities that go to make a successful organization. They maintain the records at the track, plan social activities for the children and the entire family, find ways and means of raising
(Continued next column)
some of the money needed to keep things going, plan picnics, parties, arrange banquets, take care of things such as ordering association jackets and emblems, solicit trophy donations, take care of publicity, and do all they can to help whereever their help is needed.

We who have children racing quarter midgets are proud of the fact that we have helped to develop a sport for the whole family to participate in, that is building good citizens for the future. Our children are being taught sportsmanship and fair play. Today's much needed better family relationships are being strengthened as the quarter midget holds father and child together, because neither one could participate without the other.

SUNBONNET ROYALTY—Tyna Engish, left, Miss Grubstake Queen for 1958, is shown with her court, left to right: Sandee Harmon, Midge Tunstall, Sylvia Mahoney and Edna Briggs, all decked out in sunbonnets as they get in style for Grubstake Days this weekend.

YEAR OLD DESERT CONTRACTORS IS ACTIVE

The Desert Contractors Assn., Inc., was formed in May, 1957, and celebrates its first anniversary this week, rounding out a full year of formulative planning for the betterment of local building practices. It is comprised specifically of building trades contractors, licensed to do business under the Contractors' State License Board of Sacramento, which license is granted only after the licensee has passed a rigid examination pertinent to his knowledge and ability to apply his particular trade, as well as his understanding of the California contractors' license laws, together with the filing of a financial statement.

The Desert Contractors' Assn., Inc., extends its membership only to the above mentioned licensed general and sub-contractors doing business in the Morongo Basin, who have undergone a thorough credit check in the locality where they have previously done business, and further proved their reliability to the examining board.

Building supply houses serving these contractors with dependable materials and recognized standard brand fixtures and appliances are also admitted as associate members.

An inexperienced person desiring to build, is exposed to many hazards unless thoroughly familiar with such things as: Workmens' Compensation Insurance Act; California Unemployment Insurance Act; Mechanic's lien laws and the State and County Building and Safety Codes, items which are automatically assumed by the licensed contractor.

A prospective home or commercial builder can eliminate these common pitfalls, which are often encountered by the "owner builder", by seeking the advice and services of the responsible licensed contractors listed with the Desert Contractors' Assn., Inc., of the Morongo Basin.

Congratulations

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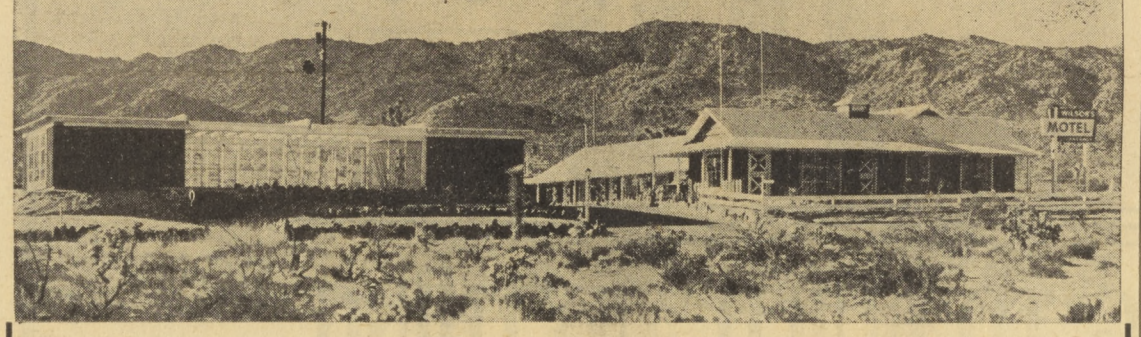

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